

ISAVIA

CPWG19 – Tokyo, May 2015 Thordis Sigurdardottir, Manager Operation Reykjavik ACC/OACC







Reykjavik CTA/FIR

flight plannig issues

- Flight plans for flights departing from points within adjacent regions and entering the NAT Region without intermediate stops shall be submitted as early as possible.
- AFTN adress: BIRDZQZX
- Email adress: fjarrit@isavia.is

- Correct flight planning is essential.
- Service is often dependent upon those information. E.g.:

Indication of equipment and capabilities in item 10 and 18.

CPDLC FANS SATCOM (HF/Inmarsat/Iridium)

MNPS or RVSM approval

SSR / ADS-B equipment

ADS-C capabilities

RNP Capabilities

 ADS-B equipped aircraft must include aircraft address in field 18.

When this information is provided in the FPL the air traffic control system will compare it with the data received from the aircraft and report an error if discrepancy exists. It is therefore vital that this information is correct when it is provided.

 CHG messages is accepted but not processed after departure or after airspace entry.

Requirements for Flight Plans on random route segments south of 70 degrees North.

- The planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich meridian to longitude 70W.
- The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g. at intervals of 10° of longitude (between 5W and 65W).

Requirements for Flight Plans on random route segments north of 70, and at or south of 80 degrees North

- The planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich meridian to longitude 60W, using the longitudes 000W, 020W, 040W and 060W.
- The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g. at intervals of 20° of longitude (between 10W and 50W).
- However, when the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.
- For flights whose flight paths at or south of 80N are predominantly oriented in a north-south direction, the planned tracks shall normally be defined by significant points formed by the intersection of whole degree of longitude with specified parallels of latitude which are spaced at 5°.

Requirements for Flight Plans on random route segments north of 80 degrees North

 The planned tracks shall be defined by points of intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall, normally equate to not less than 30 and not more than 60 minutes of flying time.

Further information on flight planning in NAT Region can be found in:

- NAT Doc007
- AIP Iceland